Maryland

& Tobacco

A Chapter in America's Industrial Growth

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about $31 million at wholesale. Maryland consumers paid almost $28 million in cigarette taxes to the state in 1970 on over 465 million packages of cigarettes. Tobacco, an age-old industry in Maryland, has remained and will continue to remain a prime factor in the growth and development of the economy of Maryland.

Erratum: The picture on page 16 is of George, First Lord Calvert, father of Cecil and Leonard, who are referred to in the caption.

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Maryland and Tobacco

No one is sure when the Chesapeake area was first explored, but many historians believe that in 1498 an Englishman, John Cabot, was the first to sail along the eastern coast of what is now known to many as "America in Miniature," Maryland.

Although relatively small in area, "the old line state" is uncommonly diverse and rich in history, and through the years tobacco has become a deeply entrenched and colorful part of that history.

THE TOBACCO INDUSTRY IN MARYLAND TODAY

Oronoko as a staple

Tobacco production dominated the Southern Maryland area from its colonial inception. The name *Oronoko* became commonly attached to the type of tobacco grown in the state as early as mid 17th century. *Oronoko* is said to be derived from a type cultivated by the Spaniards near the Orinoco River in Venezuela. Its seeds were introduced to the Maryland-Virginia area around 1610.

Where Tobacco is grown in Maryland

More than 99 percent of Maryland tobacco is grown in these five counties. Type 32 is found no where else in the United States.

By the latter part of the 17th century, tobacco so glutted the colonial market that the Maryland Assembly required all growers to plant two acres of corn . . . and eventually, the production of Maryland tobacco was temporarily banned in an unsuccessful effort to deflate the market.

Except for introduction of some new modes of mechanization, the farming methods employed today differ little from those used 300 years ago.

The abundant fields

Today, tobacco is grown in five Southern Maryland counties; Anne Arundel, Prince George's, Calvert, Charles and St. Mary's. Although 99.75 percent of all Maryland tobacco produced in the United States is grown in these counties, there is a small area of production on the Montgomery-Frederick County line—just north of Damascus. The Southern Maryland area provides excellent conditions for this special type of tobacco, common only to the lower Chesapeake. The long growing season and light, sandy soils have produced outstanding tobacco for centuries.

Government control over tobacco acreage, the allotment system, was voted out by Maryland growers in 1971. About 85 percent of the growers voted against allotments. The next referendum will not take place until 1974. The last year in which there were tobacco allotments, 1965, showed that 6,500 farms had type 32 allotments, but actual tobacco production took place on only 5,000 farms. The Maryland State Department of Agriculture has estimated that there is about an average

of 6.5 acres of tobacco grown on each of Maryland's tobacco-producing farms. The total production of Maryland tobacco for 1970 came to about 27,040,000 pounds harvested on 26,000 acres.

Topping, stripping, grading and curing

Around 250 man-hours per acre are required for production of Maryland tobacco—from seed beds to harvest to market.

Historically, tobacco was always grown on newly cleared land. No commercial fertilizer was used and therefore maximum use of the land was not made. Today, even with the aid of modern machinery, the type 32 tobacco grower must have the same skillful hands and watchful eyes that his colonial predecessors had.

The production cycle starts in the fall with sterilization of the preliminary plant-bed area, and ends about 18-20 months later when the crop is sold. The plant-beds are sterilized for weed and disease control. The beds, about 100 square yards in size, are chemically treated in late September and October. Then the soil is insulated with a plastic cover to keep the ground temperature around 50 degrees. The fertilizing and seeding processes take place in late February and early March with special care taken to be sure there is an ample supply of water. When the soil stays over 50 degrees, the seeds begin to germinate. At this time, the beds require about 140 gallons of water each day, either from rainfall or as provided by the farmer.

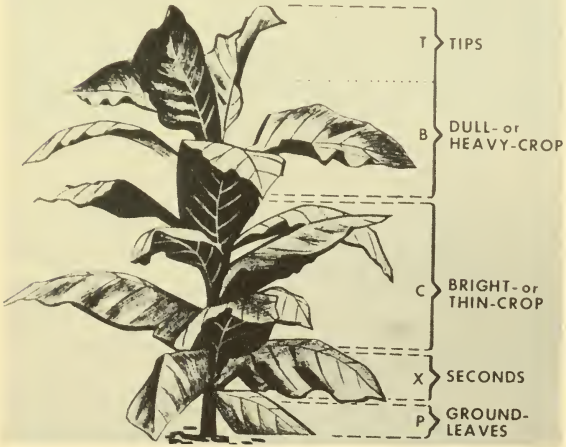
In late spring, May and June, the seedlings are transplanted to the field. A single acre of Maryland tobacco

will usually contain about 117,000 leaves. There are normally 6,500 plants to an acre, each plant having about 18 leaves.

During the summer, when the tobacco flowers begin to blossom, and just before harvest, the flower and a few of the top leaves are removed to redirect the energy of the plant from seed production back to vegetative or leaf growth. This process, known as topping, produces the maximum percentage of bright leaf which furnish the cigarette grades.

When the tobacco begins to ripen, a gradual yellowish color develops, followed by flecks in the color of the

MARYLAND BROADLEAF TOBACCO PLANT



leaf. It is then time for harvesting. The plant is cut an inch or two above the ground and allowed to lie on the ground for a few hours until the leaves have wilted to avoid breakage. After being speared onto sticks, the leaves are taken into barns and hung on tiers about nine to twelve inches apart to permit air circulation around them.

Maryland tobacco is air-cured as distinguished from other types that are treated with heat or different curing methods. During the curing stage the leaf loses moisture and goes through a chemical changing process. Good tobacco curing will result in an 85 percent water loss within the leaf. To achieve the proper water loss, a temperature of 80 to 90 degrees and a 75 to 80 percent humidity are optimally required.

The "stripping," sorting and grading processes take up about half of the labor requirement needed for the entire crop. When the leaves are stripped from their stems, they are tied in "hands" or bundles of about 30 leaves each, with one leaf used as a tie leaf. Both the farmer and the government grade the tobacco, although the United States Department of Agriculture's 64-grade system is more complicated than that of the farmer. Maryland leaf is harvested on the stalk, unlike other major American types. The size of the leaf, quality and color are all controlled by their positions on the stalk and are graded accordingly.

From barn to buyer

Once the tobacco has been stripped and graded, it is ready for market. Before 1939, most Maryland tobacco

Loading sticks of "green" tobacco just prior to curing.

was auctioned through the hogshead system. The tobacco was "prized," or packed into large kegs known as hogsheads and sent to market. A small sample of the leaf inside was displayed, and the buyer would judge the worth of the enclosed tobacco. In 1939, the loose-leaf auction warehouse was introduced and became popular overnight. By 1951 over 92 percent of all Maryland markets were using the loose-leaf system.

The popularity of the loose-leaf system may be attributed to several factors. The warehouse, under this system, pays the grower on the day of the sale. Also, the seller can watch the entire process and sell small quantities if he likes. Both warehouse and sale are located in the same area where the tobacco is grown, thus affording the growers the easy opportunity to compare prices and quality of their leaf.

The selling of tobacco in "loose-leaf" form is very efficient and fast. An entire crop may be sold in less than a minute. In 1970, 27,040,000 pounds of Maryland tobacco were sold by loose-leaf method through eight auction warehouses in five markets. Hogsheads sales accounted for only 299,340 pounds. Farmers received about $21.5 million for the crop at an average of 79.8 cents per pound.

The auction markets are open for about a twelve week season starting in April and closing in June. The hogshead market, in Baltimore, is open for receipt of tobacco year round. After sale, the raw tobacco goes into a three to four year "sleep" during which natural processes age the tobacco in preparation for consumer use.

Perfection of the crop

The Maryland tobacco market is regulated by the Maryland State Tobacco Authority, founded in 1947 by the State Legislature. It has the power to regulate marketing practices and to seek new markets and uses for leaf tobacco produced in Maryland. The Authority is supervised by a Board of Directors consisting of eight men appointed by the Governor; one from each tobacco

producing county, a representative of the University of Maryland, a representative of the buyers, and a representative of the sellers of Maryland tobacco. The Board vests its authority in a regularly appointed Executive Secretary for conduct of business. Funds for its operation are from fees collected on tobacco sales at the time of sale at the rate of five cents per basket and 30 cents per hogshead of tobacco.

The Maryland Tobacco Growers' Association, a cooperative marketing agency headquartered in Baltimore, was founded in 1919 and is made up of growers who elect to join. Their business is transacted totally on the basis of hogshead tobacco. The Association is directed by ten farmers, two from each county, and a general manager. The Tobacco Growers' Association has also established service agencies for the sale of farm supplies and equipment throughout Southern Maryland.

The University of Maryland College of Agriculture also serves as a very important arm of the Maryland tobacco industry. Through its extension service, the College keeps close contact with farmers. Continuous research programs help the Maryland growers economically.

Type 32 overseas

Maryland tobacco is very unique in that it is grown for the most part only in the state. Small amounts of Maryland tobacco are grown overseas in Italy, South Africa and Madagascar, but due to its very limited growth in other areas of the world, there is a great demand for Maryland's own type 32.

Hogsheads in Baltimore awaiting heavy machinery to load them aboard a foreign-bound freighter.

Historically, the British taste seemed to favor "sweet-scented" or Virginia tobacco. But the people of Northern Europe increasingly demanded *Oronoko*. Most of the Maryland tobacco exported in the latter half of the 19th century went to Belgium, Holland and Germany, up and down the Rhine Valley, where it was used as an ingredient in pipe mixtures. By the turn of the century, the popularity of cigarette smoking increased and many cigarette manufacturers used more and more Maryland tobacco. One popular American brand used about 10 percent Maryland in its mixture, although today, only about five percent is normally used.

After the two World Wars, Switzerland, who had remained neutral, found Maryland tobacco much to her liking. When cigarette smoking increased in Europe, Swiss manufacturers were able to purchase good quality Maryland tobacco. This type became immediately

popular among the Swiss who have long since remained the top importer of Maryland tobacco.

Almost one-half of the Maryland crop is exported. Of about 29.1 million pounds used domestically in 1970, 12.2 million went to overseas buyers. Switzerland purchased 7.2 million pounds. Next came West Germany, 2.0 million and Belgium, 1.4 million pounds.

Exportation of tobacco to Switzerland became so important that in 1950, a group of farmers created the Maryland Tobacco Improvement Foundation, for research and dissemination of data on Maryland tobacco with particular emphasis on the grades used by Swiss cigarette manufacturers. The Foundation receives support from some of the state's dealers, but primarily from the Swiss tobacco manufacturers.

Bolstering the revenues

Tobacco consumption, as in the rest of the country, seems to flow in a never-ending pattern in Maryland. A trade estimate of the wholesale value of manufactured tobacco products distributed within the state in 1970 is in excess of $132 million. Of this total cigarettes represented over $100 million. Consumers have ready access to tobacco through the some 25,032 retail outlets in the state.

Ever since a federal excise was established on manufactured tobacco, the various tobacco products have been heavily taxed. Of all tobacco products taxed today, cigarettes account for over 97 percent of the revenues added to the federal treasury. The tax on finished commodities was first applied in 1862. Cigarettes were

included in the tax in 1864. Since the inception of the tobacco excise, the total yield to the United States Treasury through June, 1970, has been about $60 billion.

The current federal rate on each package of 20 cigarettes is 8 cents. It was "temporarily" raised from 7 cents in 1952.

The first cigarette tax was adopted in Maryland in 1958 at 3 cents per pack. It rose to 6 cents in 1961 and has remained at that rate.

In the fiscal year ending June 30, 1970, gross state cigarette tax revenue came to $27,906,000. The tax was paid on over 465 million packages of cigarettes sold in the state. Other revenue derived from the industry in Maryland comes from the state's sales tax, and land, property and equipment taxes farmers must pay in order to grow the crop.

Maryland's tobacco production plays an important role as part of the state's tremendously diversified economy. The history of tobacco in Maryland, dramatic as it is, has intrigued, and continues to intrigue many a historian.

THREE CENTURIES OF TOBACCO

Tobacco as a safety valve

The original land grant given to Sir George Calvert, the first Lord Baltimore, after he visited Virginia Colony in 1629, was far too mammoth to rule effectively. Named in honor of Queen Henrietta Maria, wife of Charles I of England, Maryland encompassed all the land from the Potomac River to today's Philadelphia, plus other portions of Pennsylvania and Delaware.

When George Calvert died, his son Cecil received the charter for the land grant and directed a voyage to Maryland under the leadership of his brother Leonard. The *Ark* and the *Dove*, carrying 200 colonists, landed at St. Clements Island on March 25, 1634, known to Marylanders ever since as "Maryland Day." The colonists moved inland and established the capital at St. Mary's.

In 1634, Leonard Calvert, brother of Cecil Calvert—second Lord Baltimore—landed on St. Clement's Island. The settlers soon established a colony at St. Mary's where tobacco, as a cash crop, flourished.

The area was a haven for the colonists. The Indians, Algonquin, Anacostan and Susquehannock, were mostly friendly and willing to trade with the settlers. Religious toleration was adopted and the land was ideal for farming. One voyager, upon his arrival, commented that the land was "generally plain and even, and yet with small hills and risings . . . with woods free of underbrush so that a man might travel on horseback . . . and with soils so very rich in very many places you shall have two foote of black mould."

During the time of Calvert's voyage to Maryland, the chief economic form of European trade was called mercantilism. By theory, mercantilism was employed in order to gain a more favorable balance of trade through greater exportation than importation, thus causing a greater influx of gold. England, at the time, had an unfavorable balance in tobacco trade with Spain. Because of this, King Charles I sent Cecil Calvert to Maryland to

reverse the trend, even though there was some opposition from British factions who considered tobacco to be a "social evil."

Learning from the experiences of neighboring Virginia Colony, the new Maryland settlers transformed the area from wilderness to a thriving tobacco economy. In less than 50 years, the population increased a thousandfold.

Land allotments were a very enticing factor to the original settlers. Land was alloted on the basis of 2,000 acres for every five able-bodied men brought into the county, and 50 acres for each child of a family. By 1641, conditions allowed for only 50 acres to each new settler and 25 acres for each child. Although there were still many 2,000-acre manors, an average family homestead took up about 200 acres.

Under consignment

Colonial farmers sent their tobacco to England under the consignment system. They were forbidden, by law, to sell directly to the buyer. The grower would ship his hogsheads to a merchant in Britain who would pick up the tobacco, pay the duty and sell it, receiving a commission for his services. Meanwhile, under the planter's instructions, the merchant would purchase nails, cloth, tools and other goods which the farmer could not obtain in the colonies. The merchant usually extended credit to the growers who more often than not found themselves in perpetual debt.

More intermittent trouble plagued the settlers. Before mid-17th century, colonial farmers were warned

about the economic consequences of over-reliance upon tobacco as a staple crop. The Maryland Assembly issued an edict requiring everyone who planted tobacco to plant at least two acres of corn. The corn requirements did nothing to halt the rapid growth of tobacco.

Importing colonial labor

When labor became a critical factor in the tobacco economy of Maryland, the need was met by importation of white, indentured servants and Negro slaves. Importation of labor was first recorded in 1642 when 13 slaves landed at St. Mary's City. The first slaves were considered to be indentured servants, but the Assembly's Enactment of 1667 created a permanent status of servitude for Negroes and their descendants.

Unfortunately, the supply of additional labor only helped to worsen the economic situation. The tobacco surplus expanded, prices continued to fall and depression lingered on. As tobacco prices fell, farmers began packing very poor quality tobacco, "trash," into the hogsheads that were being sent to England. When British merchants began to receive this poor quality leaf, they complained and Parliament attempted in vain to regulate the quality of tobacco consigned to Britain. In 1666, Virginia, Maryland and Carolina diplomatically agreed to prohibit cultivation of tobacco for one year, but Lord Baltimore against what he felt was a prejudiced agreement, and potentially destructive to poor farmers, vetoed the plan. By the end of the 17th century, tobacco production in Virginia and Maryland exceeded 20 million pounds annually.

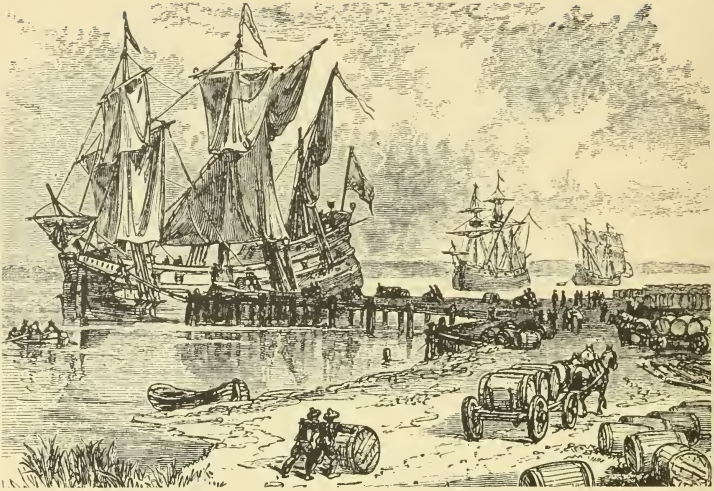
Tobacco legislation

Shipping of tobacco to the continent began to create other problems for the grower. Ships could only carry a certain number of hogsheads, and because *Oronoko* was bulkier, it could not be prized as tightly as Virginia tobacco. For this reason, Maryland growers demanded that they be allowed to manufacture large hogsheads for their tobacco. In 1692, Maryland increased the size of the hogshead, by law, to 44 by 33 inches and increased it again to 48 by 32 inches. But after much argument and disagreement, Maryland farmers finally consented to build the hogshead to the same specifications as those produced in Virginia. It was not until 1747 when the tobacco inspection laws were passed that the hogshead finally maintained a uniform size.

A rebellion in 1689 replaced Lord Baltimore and the Crown took over political authority making Maryland a Royal Province until 1715 when it was again restored to the proprietor. The capital was moved to Annapolis, the laws were codified and the Lower House of the General Assembly grew in prestige and power. The Anglican Church was made the established church with a specified poll tax, payable in tobacco, levied for its support.

An over-stuffed economy

When the turn of the century arrived, the British market was so inflated with colonial tobacco that nearly two-thirds of it had to be re-exported to the Baltic countries, Holland, France, Spain and to other parts of



The waters of the Chesapeake provided excellent conditions for large merchant vessels—able, in many cases, to dock on or near plantation grounds.

Europe. But during Queen Anne's War, 1702-1713, trade with France, Spain, Flanders and the Baltic area was lost; and Holland began growing as much as 20 million pounds of her own tobacco yearly. The colonies were in desperate shape and many thought they would never survive. In an attempt to salvage the tobacco industry, the British government decided to issue rations of tobacco to all of her navy's enlisted men, and the government petitioned neutral ships to deliver tobacco directly to France. Although these measures in themselves did provide sufficient relief, the end of the war brought about a re-flourishing of international tobacco trade.

The golden age

The golden age of Maryland agriculture was beginning—for a favored minority. For some, life became cheerful, hospitable and pleasant. Great families accumulated fantastic wealth and power. A colonial aristocracy emerged and the gulf between the classes in the Tidewater society widened. For the gentleman of the time, the only esteemed occupation other than the practice of law or the holding of public or military office was the acquisition of land and life as a planter.

Many of the settlers began moving west. By 1730, the present site of Cumberland was settled. Free schools were established in each county. Baltimore, founded by an Act of the Provincial Assembly of Maryland, was settled, and people from other colonies began streaming into the area.

Because tobacco was the staple of Maryland, and because there was not enough official currency in the area, actual leaf became the medium of exchange. Debts were contracted in terms of tobacco, taxes were payable in cured leaf, merchant, mechanic and midwife took their fees in the form of tobacco. But due to its overabundance, tobacco began to lose its value as currency. In 1724, one Marylander wrote, "Tobacco, our money, is worth nothing, and not a Shirt to be had for Tobacco this year in all our country."

Life in the colonies for many was hard. Many an English settler became disenchanted with the depressive economic spirit that permeated much of the Maryland colony. One temporary settler, disgusted after an

unfortunate experience in Maryland, wrote upon his return to London:

Intending there to open Store,
I put myself and Goods a-shore

Here he described a nightmarish mixture of mosquitoes, animals and Indians. He met a planter on the Eastern Shore and said:

With this sly Zealot I soon struck,
A Bargain for my English Truck,
Agreeing for ten thousand weight
Of Sot-weed good and fit for freight,
Broad Oronoko bright and sound,
The growth and product of his ground;
In cask that should contain compleat,
Five hundred of Tobacco neat.

But the "damn'd pretended Godly Knave" secretly fled with the merchandise, and the Englishman, failing to obtain justice in court, left for home saying:

May Wrath Divine then lay those Regions wast
Where no Man's Faithful, nor a Woman chast.

Bad prices and inspection

The depressed state of mind, brought on by poor prices on tobacco, caused rioting all over tobacco areas in Virginia and Maryland. In 1732, for example, riots occurred throughout the Prince George's County area where the Maryland Assembly had refused to pass an inspection act which, the growers hoped, would raise the quality and the price of their tobacco.

Virginia had already enacted inspection laws which regulated the quality of Virginia tobacco. Due to controlled inspection, Virginia tobacco was thought to be of substantially higher quality than neighboring Maryland tobacco. But Maryland farmers were still packing "trash" in their hogsheads and the merchants in Europe were becoming irate and refusing to buy the tobacco.

By 1740, more Marylanders were beginning to realize that inspection laws were the only salvation. In 1743 an informant told Lord Baltimore that no improvement was possible without inspection regulations that "will prevent the sending to Market Such trash as is unfit for any other use but Manure."

The tobacco became so bad that in 1747 many farmers began self inspection. Soon, all opposition to inspection vanished. Public warehouses were erected and placed in the authority of county-elected officials who inspected the tobacco. After being surveyed, all "trash" found in hogsheads was immediately burned. Once the crop passed inspection, the planter received a "crop note" that listed hogsheads by number, recorded the gross weight, and specified whether the tobacco was sweet-scented or *Oronoko,* stemmed or leaf. After inspection, the planter had the choice of consigning his tobacco to England or selling it in the colonies. If the planter turned in tobacco by the bundle rather than in hogshead form, he received a "transfer note" entitling him to the same type and quality tobacco which he turned in. Transfer tobacco was usually left over from hogsheads or was delivered in small quantities from farmers who grew very little tobacco but wanted, nonetheless, to cash in on what they had.

A matter of taste

By 1750, tobacco production in the Chesapeake colonies had grown to some 80,000 hogsheads, or 72 million pounds per year. *Oronoko,* for the most part, was being sent to the Northern European continental areas. The British seemed to prefer Virginia's sweet-scented tobacco which was in great demand in that country. Adam Anderson, a British economist who criticized some aspects of the mercantile system, commented that:

> *The tobacco of Maryland called Oronoko being stronger than that of Virginia is not said to be so generally agreeable to the British taste as the sweet scented tobacco of the latter colony: but the Northern nations of Europe are said to like it better: and they are thought to raise about as much tobacco and employ near as many ships as Virginia does.*

England was now able to cut down on her tobacco trade with Spain and the balance of trade took a swift reversal. In fact, thousands of pounds of colonial tobacco continued each year to be re-exported to the rest of the European continent. Nonetheless, the most powerful argument in favor of tobacco trade with the colonies was the ever increasing treasury as a result of duties on tobacco paid to the Crown.

Revolutionary disturbances

Just prior to the revolution, tobacco production in Maryland and Virginia exceeded 100 million pounds, worth about $54 million, and represented over 75

percent of the total value of commodities exported from the Chesapeake area. But as colonial industry and manufacturing grew along with population and tobacco production, direct trade became more desirable, and the consignment system became less and less feasible. At the outbreak of the revolution, less than one-fourth of colonial tobacco was on consignment.

By 1774, Maryland had become a distinct part of the pre-revolutionary disturbances in the colonies. An informal protest organization known as the Maryland Convention was organized. Composed of five delegates from each county, the Convention began to assume proportions of a regular, independent government. It chose delegates to the Continental Congress, appointed a committee of safety which had interim powers, and later enlisted troops and exercised other governmental functions.

There was, however, considerable loyalist sentiment in some of the more conservative sections of the colony. The advocates of independence from the "mother country" centered in Baltimore and Frederick. In June, 1776, a convention in Baltimore authorized delegates to vote for independence. Later, in August, another convention was organized to create Maryland's first constitution which was finally proclaimed November 8, 1776.

During the Revolutionary War there was only a small fraction of the previous amount of tobacco trade with Europe. Most of the tobacco shipped was captured by British warships, but some of it got out through the Caribbean. Thomas Jefferson estimated that two times out of three, American cargo was captured by the British.

The "tobacco wars"

In the last years of the war, thousands of British troops swept through the Chesapeake area in an attempt to paralyze the economy. In Virginia alone, 10,000 hogsheads of tobacco were destroyed by British soldiers. Said one Virginia tobacco planter: "Again Lord Cornwallis encamped ten days on an estate of mine at Elk Island, having his headquarters in my house he burned all the tobacco houses and barns on the farm . . . he killed or carried off every living animal." But the British path of destruction in the so-called "Tobacco Wars" soon gave way to colonial victories. With the help of French armies, the colonists successfully defeated the British who recognized their independence in March of 1782.

But the war and the poor trade caused a tremendous slowdown of tobacco cultivation in Maryland. As in other tobacco areas, the growers of Southern Maryland found themselves in irreparable debt. When the Continental Congress met in Annapolis in 1783-84, it ratified the Treaty of Paris calling for an end to the war. But most important to the tobacco growers, the Treaty also recognized all debts to the British merchants that had remained unpaid before and during the war. During the war, Marylanders had disqualified themselves of all debts owed to the British merchants. The new recognition meant instant, and possibly permanent destruction to many farmers. At the time of the Treaty, Thomas Jefferson said that the debts owed to Britain by Virginians alone amounted to more than three times all the

money that could be found there . . . the situation was critically similar in Maryland. In the end, little of what Jefferson had called the "hereditary" debt was ever paid off.

New nation—new growth

Following the revolution many land reforms took place in Maryland. Six manors totaling 26,300 acres were repossessed and sold in tracts of 175 acres each to 150 growers in St. Mary's county. Compared to the upper counties, industrial development remained negligible in Southern Maryland, but the tobacco trade did revive in the post-war years.

By the time Maryland had ratified the new Constitution of the United States and entered the Union in 1788, and as other industries grew, the relative importance of tobacco production was declining as compared with its earlier days. Many felt that the golden age of Maryland tobacco was now nothing more than a musty anachronism. In the 1790's, one Marylander, Roger B. Taney, who was later appointed Chief Justice of the U.S. Supreme Court by President Jackson, observed the decline of tobacco production in his home-state and decided to turn to law rather than be a planter.

Tobacco goes west

But the growth of Baltimore helped boost the tobacco economy of Southern Maryland. Much of the tobacco trade had been moving west by the end of the War of 1812. Tobacco was grown in Ohio, Missouri and in

other western areas, and Baltimore, now a major American seaport, had become a prime shipping area for tobacco and other goods. The Baltimore and Ohio Railroad was founded, America's first to carry both freight and passengers, and trade with the west increased. Many Maryland farmers expressed concern about some types of tobacco grown in Ohio. One European dealer, in 1825, noted that "The yellow tobaccos now require double attention and precaution, since so much Ohio is found among them—This kind of tobacco has a good yellow colour and deceives at first sight, and has deceived many persons." Much of this type was being produced under the name "Maryland," although it never caused any great problem.

An international leader

The American export trade slowed, but only temporarily, during the Napoleonic wars of the early 19th century. Afterward tobacco from Maryland and the midwest continued to be popular among the countries of Northern Europe, although by mid century there were some tariff problems, especially in Holland and Belgium.

On the eve of the Civil War, Maryland was one of America's three top tobacco districts, producing tobacco in the Chesapeake Bay counties on the Western Shore. The Eastern Shore discontinued tobacco growth just after the revolution. The other two districts included Virginia-North Carolina; and Western Kentucky, Northwest Tennessee, Southern Illinois, Ohio, Missouri and sprinklings in Louisiana.

A 19th Century scene, looking down from Federal Hill, shows Baltimore as the busy commercial center of Maryland.

The tobacco economy of Maryland depended upon slavery until about 1860. Of the some 90,000 inhabitants in the southern Maryland area, 38,000 were whites, 10,800 were free blacks and 40,600 were slaves. Nearly half of Maryland's slave population at the time was located in the southern part of the state.

Union divided

After Maryland's second constitution was adopted in 1851, and until the outbreak of the Civil War, there was considerable unrest in the state, particularly in Baltimore. Marylanders were confronted with several issues: maintaining the slave system; pre-eminence of state over federal rights; and maintaining, if possible, the Federal Union. Sympathy began to polarize and Marylanders suffered due to their border state status.

In 1860, the Baltimore police force was placed under the power of the state government. In 1861, Federal troops from Massachusetts were attacked by Southern sympathizers as they marched through the city on the way to trains taking them to Washington. This rebellious

act helped put the city under martial law for the remainder of the war. Despite a definite Southern sympathy, there was great regret at the dissolution of the Union when the Confederacy was created.

In 1864, as the end of the Civil War drew near, Marylanders adopted a third constitution, one result of which was emancipation of the Negro as proclaimed by an Act of the Maryland Legislature. This initially brought devastating effects upon the tobacco economy. Negroes left work in large numbers or refused to work, causing many plantations to stop operation. Many of the larger farms were forced to sell acreage to smaller farms, but planters still found it difficult to harvest a crop with the availability of white and black wage labor only. A noticeable lethargy and dispiritedness fell over the land, handicapping the efforts of Southern Maryland for many years to come. But even with recurring economic depression, Maryland was spared the tremendous inconveniences and burdens created by the post-war reconstruction period.

New modes of transportation

When Maryland's fourth and present constitution was established in 1867, transportation dominated the political arena. Upon completion of the Pope's Creek Railroad in 1873, communication and travel systems greatly improved. Daily freight, mail and passenger service was established between Baltimore and Washington and Southern Maryland. In the late 1870's, with good transportation to and from the area, the farmers attempted to attract European immigrants to the South-

ern Maryland area. The relatively scant population there made it even more difficult to keep up with the fast pace of growth which other areas of the state were experiencing. Industry and agriculture required more people than were living in Southern Maryland at that time. But few immigrants chose to move to the lower counties. In 1910, 92 out of 100 persons in the Tidewater area were of Maryland heritage and native born parents.

Period of expansion

The state's economic strength continued to be paced by the industrial growth of Baltimore. The disastrous fire of 1904 caused an estimated $125 million in damage, but the city made a fast recovery. Baltimore was, and still is, the chief hogshead market in the state. The farmers shipped their tobacco in hogsheads to Baltimore on consignment to state warehouses. State officials pulled sample tobacco for buyers to see and then repacked the hogshead for a moderate fee.

As noted earlier, the importance and popularity of the cigarette industry grew significantly during and after World War I. Maryland tobacco was being shipped in greater quantities to many areas of Europe, especially Switzerland. By World War II, 42 percent of all Swiss-made cigarettes contained Maryland tobacco.

In 1939, Crosby Wyche, a University of Maryland student, introduced the loose-leaf auction system which replaced the hogshead system almost over night. About a quarter of the crop was sold through the new system

in its first year of use. By 1941, over half the crop was auctioned through the loose-leaf method.

With the use of more modern auction methods came a more efficient distribution of the crop and a greater popularity for Maryland tobacco. "Crain Highway," Route 301, was constructed traversing north-south through the tobacco-growing areas. Some heavy industry was moved in and a naval base was built in St. Mary's county, bringing the first rail service to that area. Technology and modernization were helping to transform the Southern Maryland sections from a quiet agricultural district to a bustling agri-industrial community, and the population began to grow as a result of this.

Boom town—U.S.A.

By 1950, the total value of the Southern Maryland tobacco crop came to $19.2 million, representing 10 percent of Maryland's agriculture crop value. Since the Civil War, average Maryland tobacco prices had grown from 6.8 cents per pound to 48.2 cents.

Throughout the 1950's a multitude of improvements took place. Route 301 was dualized, Calvert and Charles counties were linked by a bridge at Benedict and numerous road improvements made automobile travel even easier. After a long period of either stable or declining population, Southern Maryland became one of the fastest growing areas in the state.

Today, Maryland's tobacco economy continues to thrive. Staunchly based on a long history of excellent crops and sales, Maryland tobacco has proudly retained the unique and outstanding status which it so deserves.

Data on the current tobacco industry in Maryland have been supplied by the Economic Research Service, United States Department of Agriculture; the University of Maryland, College of Agriculture, Cooperative Extension Service; the Maryland Tobacco Improvement Foundation, Inc.; and the Maryland State Tobacco Authority. Other data on the current industry are derived from the Internal Revenue Service and the U.S. Department of Commerce, and the Tobacco Tax Council in Richmond. A special note of thanks is due to Claude G. McKee, Ph.D., Tobacco Extension Specialist, University of Maryland.

The Story of Tobacco in America by Joseph C. Robert (1967) was an invaluable source for various accounts in this booklet relating to tobacco history and to biographies. Other reference works used were *Tobacco and Americans,* Robert K. Heimann (1960); *The Mighty Leaf,* Jerome E. Brooks (1952); *Tobacco Coast,* Arthur Pierce Middleton (1953); *The Bright Tobacco Industry,* Nannie May Tilley (1948); *Post World War II Foreign Trade In Maryland Tobacco,* George M. Beal and Charles W. Coale (1965); *Southern Maryland Resources,* University of Maryland (1964); *Southern Maryland, A Tobacco Economy,* University of Maryland, Bureau of Business and Economic Research.

The quotation on page 16 is from *A Revelation of Maryland,* Francis L. Hawks (1635) in *Southern Maryland Resources;* the 1724 quote on page 21 is from Robert; "The Sot-Weed Factor" on page 22 is from a poem by Eben Cook, published first in London (1708) and found in Robert; the quote referring to tobacco "trash" found on page 23 is from Middleton; Adam Anderson's quote on page 24 is from *Of The Origin of Commerce,* Anderson, (1633) edited by William Combe and found in the Arents Collections, New York Public Library, Astor, Lenox and Tilden Foundations; The quotation on the "Tobacco Wars," on page 26 and reference to Lord Cornwallis is also from Robert; the quotation on page 28 referring to "yellow" tobacco is from Tilley.

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